Dope, marijuana smuggling from Mexico; Ferrie, Ray HW 8/30/72

At 8 EDST tonight CBS TV presented The Mexican Connection, a film made with the help of caught smugglers, pilots, some Mexican officials and fairly clearly with the BNDD. It went into one of the aspects that interested me much, not at any length at all into the other. It dealy mostly with grass, probably because they had more available help with that, in turn because more amateurs were into that aspect.

Ray admits to no smuggling pure heroin into the US from Canada, for "Raoul". He admits on his own having taken grass from Puerta Villarta into the LA area and selling it there, presumeably a small quantity if his car. This in fact, is an easy way to explain his connections with Rita and Charley Stein, both of whom were into grass. She served time. Ray told me he thought Charley (who seems to have disappeared) was on pills during their trip. Charley was so suspected in N.O.

Ray told me he smuggled a mounted tire into Mexico, with details. Now the tire itself was not the object smuggled. That is easily transported. It is the possible contents. Few things are worth more in Mexico, and the Huie/Foreman/Canale story of jewelry is nonsense. I figure it had to be hot or counterfeit money or travellers checks or securities. The one think I have avoided and not forgotten is that there was an interval during which he did not have his own spare tire. Why smuggle only one way with a working patsy? Why not smuggle back into the US in that spare. Here a valuable load of heroin could be brought back. I have stayed away from this with him, have mentioned it to nobody, but think from what I remember of what he told me that it is possible. Whether or not he was in on it. This time the rendezvous was well inside Mexico, not near the border, as from Canada. He went into Mexico, then drove back into Laredo where the tire was, he says, switched, then back to Mexico. So, that tire came into the US first, was switched to another car in Laredo, they recrossed the border separately, and had the rendezvous for the reswitch of the spares.

There were a number of reports I picked up in N.O. of Ferrie's flights into Mexico, some said to have been for Marcello, some for CIA, some for Marcello with some moonlighting on his own. There were persistent reports that he flew under radar. This CBS show illustrates how easy that is currently, with radar much advanced over even the middle 60s. Now four-six flights is enough for a lifetime of luxury with grass alone. In those days the market was smaller and the yield perhaps not as good.

Possibly bearing on this is Marcello's refusal to handle horse, a major internal fight in the mob. His position was simple: he could make enough on grass not to subject his boys to the much heavier sentences for horse. When he quit, if he did (and I suspect that with considerable wealth he got out of farmed the business out), it is interesting that he began with grass and that Ferrie did have a connection with him, was a pilot, a daring and good one from all accounts, had planes available to him besides his own (and also from commercial rentals). So, from these stories I have the continuing interest the CBS show makes clear was quite easy. There is the strange disappearance of a report I saw in the archives once with Tom Bethell, who I thought would get it but later claimed not to remember it. He was looking for Ferrie and flights. There was this report of a below-radar flight or flights in the Brownsville area. The Archives swears it knows nothing about any such report. I saw and read it there. In that area, it is not likely the FBI was looking for alleged getaway pilots for LHO. That is coastal, far to the east of Dallas. Getting under radar there would involve getting more to the east, out of range, after going in between. This CBS film shows how the mountains and valleys were used, the mountains blocking the ability of radar to pick up what flew between them over the valleys. This is to the west of Dallas, not to the east.